

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER  
**REALIGNMENT HANOI-PINGHSIANG RAIL LINE**  
**NORTH VIETNAM**  
**21-43N 106- 40E**

MISSION GS S171, 3 AUGUST 1969

SECRET



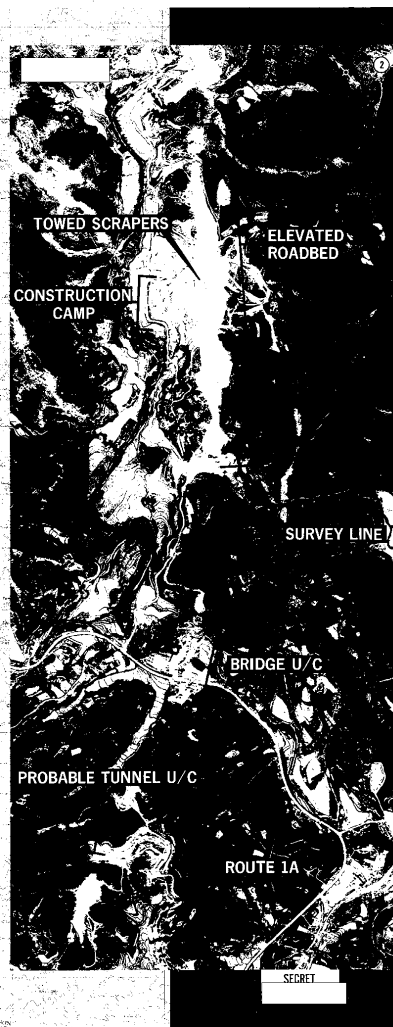
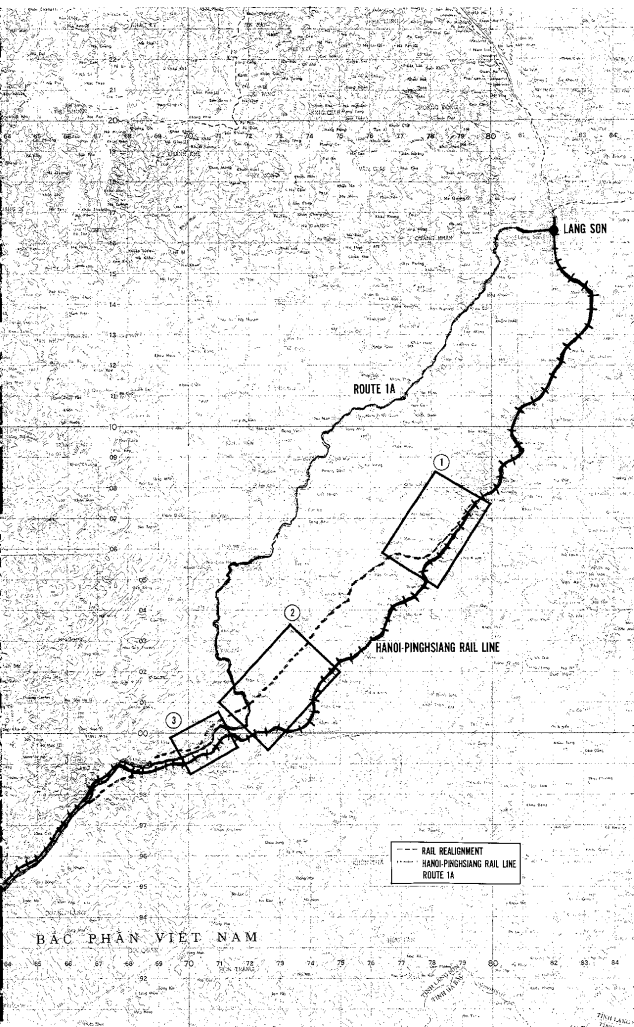
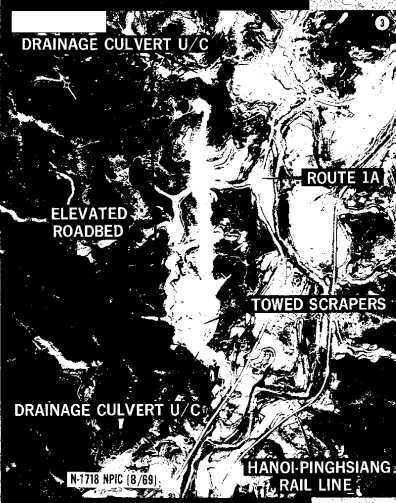
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REFERENCE: GS 171

ATTACHMENT TO N-1718  
21 AUGUST 1969  
PAGE 1 OF 3REALIGNMENT HANOI-PINGHSIANG RAIL LINE  
NORTH VIETNAM  
2143N 10640E1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS SUBSTANTIAL PROGRESS IN THE REALIGNMENT OF A SEGMENT OF THE HANOI-PINGHSIANG RAIL LINE.

2. LOCATION:

10 NM SOUTH OF LANG SON, NORTH VIETNAM

3. BACKGROUND:

THE HANOI-PINGHSIANG RAIL LINE IS THE PRINCIPAL RAIL ROUTE BETWEEN NORTH VIETNAM AND CHINA AND ITS REPAIR AND CONSTRUCTION HAS RECEIVED PRIORITY. THE SECTION OF THE LINE UNDER REALIGNMENT CROSSES SOME OF THE MOST RUGGED TERRAIN ALONG THE ROUTE, WITH GRADES UP TO 2.4% AND SEVERAL SHORT RADIUS CURVES. THIS NEW CONSTRUCTION WAS FIRST REPORTED AS UNIDENTIFIED FROM PHOTOGRAPHY OF [REDACTED] [REDACTED] SUBSEQUENT PHOTOGRAPHIC MISSIONS DATING FROM [REDACTED] HAS REVEALED THE CONSTRUCTION TO BE RAIL REALIGNMENT.

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ATTACHMENT TO N-1718  
21 AUGUST 1969  
PAGE 2 OF 34. MISSION READOUT:

PHOTOGRAPHY OF 3 AUGUST 69 REVEALS NOTICEABLE PROGRESS ON THE REALIGNMENT OF THE HANOI-PINGHSIANG RAIL LINE SOUTH OF LANG SON. THE REALIGNMENT IS OBSERVED FOR A DISTANCE OF 9.2 NM, GENERALLY PARALLELING THE PRESENT ALIGNMENT. TO THE WEST BETWEEN 214055N 1064410E and 214042N 1063645E AN EXTENSIVE EFFORT IS BEING MADE TO MAINTAIN A MINIMUM GRADE AND AS STRAIGHT AN ALIGNMENT AS IS FEASIBLE. BECAUSE OF THE IRREGULAR TOPOGRAPHY ENCOUNTERED IN THE RIGHT OF WAY OF THE REALIGNMENT, NUMEROUS BRIDGES, TUNNELS AND AREAS OF ELEVATED ROADBED ARE BEING CONSTRUCTED.

AN ABBREVIATED ANALYSIS OF NORTH TO SOUTH CONSTRUCTION FOLLOWS. FROM ITS NORTHERN JUNCTION WITH THE MAIN RAIL LINE FIVE NM SOUTH OF LANG SON, THE REALIGNMENT CLOSELY PARALLELS THE PRESENT LINE WITH A GRADUAL INCREASE FOR 1.4 NM. FROM THIS POINT THE CONSTRUCTION TAKES A WEST-SOUTHWEST HEADING FOR 0.8 NM THROUGH VERY IRREGULAR TERRAIN REQUIRING THE CONSTRUCTION OF SEVERAL BRIDGES AND SHORT TUNNELS. THE NEW ROADBED THEN TURNS TO THE SOUTHEAST AND FOLLOWS THE EASTERN SLOPE OF A NARROW VALLEY SOUTH TO ROUTE 1A. THE ROADBED WILL CROSS ROUTE 1A BY MEANS OF A BRIDGE OVERPASS PRESENTLY UNDER CONSTRUCTION. THE RUGGED TERRAIN IMMEDIATELY SOUTH OF THE ROUTE 1A CROSSING WILL ALSO REQUIRE THE CONSTRUCTION OF SHORT BRIDGES AND TUNNELS. ENTERING THE SONG THUONG (RIVER) VALLEY, THE REALIGNMENT PARALLELS THE MAIN LINE TO THE WEST. ROUTE 1A WILL AGAIN BE CROSSED, THIS

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TIME AT GROUND LEVEL. BRIDGES ARE BEING CONSTRUCTED TO CARRY THE RIGHT OF WAY ACROSS THE SONG THUONG AND THE MAIN RAIL LINE. AFTER PARALLELING THE MAIN LINE FOR A SHORT DISTANCE THE NEW ALIGNMENT JOINS THE MAIN LINE FROM THE EAST.

5. REMARKS:

ALTHOUGH THE ROADBED IS NOT YET DISCERNIBLE AT CERTAIN POINTS, A SURVEY LINE IS CLEARLY VISIBLE MARKING THE EVENTUAL RIGHT OF WAY THE LARGE CONCRETE CULVERTS, COMBINED WITH THE TERRAIN TRAVERSED BY THE SURVEY LINE AND GRADED PORTIONS OF ROADBED, INDICATE THE LARGE AMOUNT OF EARTH MOVING THE CONSTRUCTION CREWS MUST ACCOMPLISH TO STRAIGHTEN AND LEVEL THIS SECTION OF RAIL LINE. WORK HAS BEEN PROGRESSING AT A FAIRLY RAPID PACE SINCE [ ] INDICATING SOME PRIORITY HAS BEEN ATTACHED TO THE PROJECT. THIS REALIGNMENT WILL GREATLY FACILITATE RAIL MOVEMENT THROUGH THIS PARTICULARLY RUGGED TERRAIN BY ELIMINATING SHARP CURVES AND BY DECREASING THE GRADE.

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MAP REFERENCE: AMS MAP SERIES L7014, SHEETS 6352 I-IV, SCALE 1:50,000

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